CHAPTER 6: TRANSPORTATION

"The greatest need in Flathead County is a comprehensive transportation plan. Right now we have north-south corridors, but east-west movement is bottle-necked by the lack of roads, and perhaps the lack of more bridges to cross the Flathead River. The county needs to address future needs and, at least acquire the easements now."

West Valley Resident, 12/06/05

Introduction

The quality and quantity of a transportation system can define a community. A transportation system can draw residents together or create barriers to separate. A transportation element used in conjunction with other Growth Policy elements will shape Flathead County's community character, economic health, and quality of life. Not only does transportation provide for the mobility of people and goods, it also influences patterns of growth and development. A quality transportation system enables prompt emergency services (i.e.: sheriff, fire and medical, etc.) to protect the public's safety and welfare. Transportation planning requires developing strategies for managing the transportation system as a way to advance the county's long-term goals and shape future growth. The entire transportation system, or individual component impacted by a development proposal, should be in place before subdivision and private development occurs.

Chapter 6 is intended to provide information on future transportation needs in the context of projected growth and development. Any transportation system must be flexible and capable of adapting to a rapidly growing Flathead County. Transportation planning examines travel patterns and trends and creates policies that meet mobility needs without creating adverse impact to the general character of the community or the environment. Transportation planning identifies appropriate modes of travel to support development decisions. Modes of travel in Flathead County include motor vehicle, pedestrian, bicycle, and mass transit. Glacier Park International Airport is also referenced due to its regional economic importance.

Goal

G.22 Maintain safe and efficient traffic flow and mobility on county roadways.

Policies

P.22.1 Manage land use and the transportation system as a unified and coordinated system to ensure that one does not outpace the other. Such a coordinated system would promote a balanced, more livable development.

P.22.2 Restrict private driveways from directly accessing arterials and collector roads.

P.22.3 Encourage local (neighborhood) roads to access directly onto collector roads.

P.22.4 Promote higher residential densities and mixed use development in areas in proximity to employment and retail centers.

P.22.5 To protect public safety and allow safe travel, restrict development in areas without adequate road improvements.

P.22.6 Support land use patterns along transit corridors that reduce vehicle dependency and protect public safety.

P.22.7 Develop a transportation system that minimizes environmental impacts to developed and natural areas.

P.22.8 Promote coordinated and cooperative transportation planning with Kalispell, Columbia Falls, Whitefish and Montana Department of Transportation.

P.22.9 For county areas adjacent to cities with aggressive annexation practices, adopt urban road standards and designs consistent with the adjacent city road standards.

P.22.10 Restrict direct access from private properties onto the Montana State highways and require frontage roads and internal vehicle circulation roads for all development outside of urban areas.

P.22.11 Maintain mobility by encouraging commercial and business land uses to be located on secondary arterials and not major arterials or highways.

Goal

G.23 Develop a quality transportation network to meet the needs and desires of the public.

Policies

P.23.1 Ensure the identified functional class, road easement width, and condition of existing transportation facilities are adequate to support future land use development patterns.

P.23.2 Require "no net impact" to the transportation system by new subdivisions. County road improvements needed to mitigate impacts attributable to the subdivision or development should be required as a necessary component of that development.

P.23.3 Require development projects to design local road systems that complement planned land uses and maintain mobility on arterial roads and highways.

P.23.4 As subdivision developments are proposed, require road easement dedications for identified areas of future connectivity to serve the present and future needs of the county residents.

P.23.5 Restrict highway intersections to a minimum of one mile spacing outside of urban areas to promote mobility and ½ mile within urban settings such as Evergreen.

Goal

G.24 Recognize and support alternative modes of transportation.

Policies

P.24.1 Encourage developments that provide functional alternative modes of travel such as bicycle and pedestrian paths.

P.24.2 Identify and prioritize areas for a predictable regional and interconnected bicycle path network and require pedestrian/bicycle easements on both sides of identified county roads. Encourage developments that aid and/or connect to this network.

P.24.3 Support the partnership between Eagle Transit and the National Park Service to develop a joint transit system that services both Glacier National Park and the residents of Flathead County.

P.24.4 Support the expansion of the Glacier International Airport to keep pace with the emerging demand for aviation services.

PART 1: Roads in Flathead County (see Goals 22 and 23)

Flathead County Road and Bridge Department

The Flathead County Road and Bridge Department is responsible for operating and maintaining public county roads in unincorporated areas of the county. Department responsibilities also include conducting traffic counts, snow plowing during winter months, and major construction projects during the non-winter months. Some of the other

areas of responsibility include monitoring encroachment, utility installation and coordination, approach permits, and road reviews for subdivision processing. There are also approximately 100 bridges and 700 culverts and cattle guards maintained by the department.

Existing Road Conditions

Recent population growth has increased the number of vehicles on the road system and the overall demand for travel. The existing primary transportation system for roads and highways is shown on Map 6.1. Sustained growth and vehicle trips attributed to that growth have stressed the road network. Although population growth continues to average two percent per year, the **average annual daily traffic (AADT)** on county roads is increasing at a much more dramatic pace. Since 1990, Flathead County population growth has increased by approximately 34%, while traffic increases on selected county roads from about 5% to 60% *per year*. There is a direct correlation between land use patterns and traffic. Most of the local traffic increase is related to the rapidly expanding residential housing market. Each new home is expected to generate 10 trips per day. Table 6.1 provides information on selected county roads and their AADT.

Table 6.1
Flathead County Road AADT

Location	Point	Early AADT (yr)	Recent AADT	% Increase/Yr.
Bierney Creek Rd.	W. of US 93	821 (1998)	1142 (2005)	4.9
Boon Rd.	At US 93	343 (1998)	534 (2005)	7.0
Cemetary Rd.	At Airport Rd.	580 (1999)	1009 (2005)	10.6
Jellison Rd.	N. of Pioneer Rd.	180 (1998)	986 (2005)	55.9
JP Rd.	E. of US 93	401 (1997)	1325 (2005)	25.6
Kila Rd.	At US 2	1043 (1997)	1588 (2005)	5.8
LaBrandt Rd.	E. of MT 35	286 (1997)	438 (2004)	6.7
McCaffery Rd	At Echo Lake Rd.	329 (1997)	479 (2004)	5.7
Pioneer Rd.	E. of US 2	350 (1998)	1163 (2005)	29.0
Rocky Cliff Rd.	W. of US 93	560 (1997)	962 (2005)	8.0
Stillwater Rd.	N. of Farm-to-Market	427 (1997)	788 (2003)	12.1
Valley View Dr.	S. of Foys Lake Rd.	353 (1997)	1290 (2005)	29.5
W. Springcreek Rd.	N. of US 2	901 (1997)	1172 (2002)	5.0
West Valley Dr.	N. of Farm-to-Market	517 (1997)	711 (2003)	5.4

Source: Flathead County Road and Bridge Department

Traffic on Montana State and US Highways is also increasing at rates similar to county roads. The Montana Department of Transportation (MDT) is responsible for management and maintenance of the federal and state highway systems. The state highway system includes major highways and secondary highways such as Whitefish

Stage Road. The primary purpose of the highway system is to transport people and commodities over long distances. In Flathead County, the highway system functions as a major arterial network to move people from collector roads to local destinations. MDT monitors daily traffic on the highways by means of 85 continuous automatic traffic recorders. According to MDT traffic count data, the AADT on highways has increased by an average of 4% per year since 1990. Selected traffic counts for State and Federal highways are shown in Table 6.2.

Table 6.2
Selected Highway Average Annual Daily Traffic

Highway	Location	1990	2000	2004	% Change 1990-2004
US Hwy 2	W. of Kalispell	5540	7500	8750	58
US Hwy 2	S. of MT Hwy 40	6540	11650	13870	112
US Hwy 93	S. of Lakeside	2540	3670	4190	65
US Hwy 93	S. of MT Hwy 82	5120	7050	8310	62
US Hwy 93	S. of MT Hwy 40	7050	10500	13890	97
US Hwy 93	N. of Whitefish	2020	3710	2400	19
US Hwy 93	N. of US Hwy 2	15880	16860	19640	2
MT Hwy 35	S. of Bigfork	3100	4610	4640	50
MT Hwy 35	N. of MT Hwy. 82	2600	6090	7470	187
MT Hwy 35	S. of MT Hwy 206	2660	5610	6880	159
MT Hwy 35	E. of US 2	12440	15600	17470	40
MT Hwy 40	W. of US 2	5280	7590	8550	62
MT Hwy 82	W. of MT Hwy 35	3880	4500	4190	24
MT Hwy 206	N. of MT Hwy 35	2730	3440	4070	49
MT Hwy 206	S. of US 2	2850	4290	4440	56

Source: Flathead County Long Range Planning Task Force Road transportation Report, 2006

General observations can be made from the information contained in Tables 6.1 and 6.2. On county roads, daily traffic is increasing by more than 15% per year. County roads are, by function, intended to collect traffic from local subdivision roads and connect to the highway system. As more local roads are built inside developments, collector and arterial roads will become busier. Motorists will also seek alternative routes as existing roads become increasingly congested, impacting other roads that are potentially either not

paved or already over-utilized. Providing transportation choices for travel from residences to other destinations is an important consideration in developing a road system network.

The highway system AADT clearly shows that the highest concentration of traffic radiates outward from, or towards, the city of Kalispell. MT Highway 35, between Bigfork and Kalispell, has shown significant increase in travel as has US Hwy. 93 between Whitefish and Kalispell. Additionally, US Hwy. 93, from the intersection of MT Hwy. 82 to Kalispell, maintains this trend. While the highways leading into Kalispell show dramatic increases in traffic, the US Hwy. 93 and US Hwy. 2 intersection has remained relatively constant over the years.

In addition to population increases, the location of new development influences trip generation and mobility. The travel time to work is a good indication of the functionality of the transportation system and developing land use patterns. Development close to a functional road system creates less impact (measured in travel time) than scattered development. Longer distances from residential development to destinations such as workplace, school, and shopping, and increased traffic, equates to increased travel time. Travel time, based on US Census Transportation Planning Package from 1990 to 2000 is presented in Table 6.3.

Table 6.3
Flathead County Travel Time to Work

	1990 # of residents with commute time indicated)	2000 # of residents with commute time indicated	% Change
Travel Time			
Less than 5 minutes	1550	2041	31.7
5-9 minutes	4707	5578	18.5
10-14 minutes	5462	6518	19.3
15-19 minutes	4239	5579	31.6
20-29 minutes	4175	6348	52.0
30-44 minutes	2463	4225	21.5
Over 45 minutes	1027	2035	98.1
TOTAL	**23623**	**32324**	

Source: U.S. Census Transportation Planning Package, 2000

Table 6.3 shows that commuting times have increased substantially since 1990. Travel times to work exceeding 45 minutes have almost doubled, while travel time of 20-29 minutes has increased by 52 percent. The smallest increases were found in commutes of 5-14 minutes. As more vehicles are introduced to the road system this trend will continue.

The condition and maintenance of the county road system is a primary concern of most residents. County roads are very rural in character. Of the existing 1,200 miles of county

maintained roads, approximately 1/3 (400 miles) are paved and the remaining 2/3 (800) miles are graveled or unimproved. Since the mid-1980's, the county has not accepted maintenance responsibility for new roads or easements. Approximately 20%, or 80 miles, of paved roads are near the end of their life cycle or are reaching carrying capacity and need to be reconstructed to meet the needs of the growing motoring public.

The Road Department's ability and resources to construct new roads has not kept pace with the growth in traffic due to new development. Each year the department constructs an average of 3 miles of new roads. Additionally, the department maintains the existing road system by asphalt overlay, chip sealing, minor repairs by filling potholes and easement improvements (i.e.: guard rails, road signs, and line-of-site maintenance, etc.). On average, the Road Department overlays between 30 to 40 miles of paved roads and chip seals about 35 to 50 miles per year.

The existing roadway system, consisting of asphalt paved and graveled surfaces, inherently provides for difficult decision-making regarding the allocation of resources. Asphalt paving is much more intensive with up-front capital costs while gravel is much less capital intensive. Conversely, once it is constructed, asphalt pavement is less costly to maintain over the life of the new or reconstructed road. Graveled roads become extremely cost prohibitive and resource intensive. Over a 10 year period pavement and graveled roads tend to equalize in overall costs. However, paved roads accommodate many more vehicles while maintaining mobility.

Roadway Classifications

Defining road types by function is the first step in designing a transportation system. County roads have two basic functions: moving traffic and providing physical access to abutting land uses. Roadway designs and standards are developed for each classification considering use, volume, vehicle speed, and public safety. The use of these standards is also intended to keep the operating cost of maintaining the road system at a reasonable level while providing infrastructure to meet the needs of the public.

- **Local Roads** – Roadways used primarily for direct access to residential, commercial, industrial, or other abutting properties in areas of lower traffic volumes at low speeds. Typically, these roads are located within a subdivision or commercial/business development. Local roads have two moving lanes, up to two lanes for parking, and provide access to abutting properties. Local roads are normally not dedicated to the county and are privately maintained.

- **Collector Roads** – Roadways serving the duel function of distributing traffic between local roads and arterial roads and providing for limited primary access to abutting properties. Higher traffic volumes and speed are normal. These roads can connect residential areas to commercial and other area. Collector roads are typically dedicated to the public and maintained by the county, but can be privately maintained in specific instances.

- **Arterial Roads** – A roadway system serving as the principal network for through-traffic flow. These roads connect areas of traffic generation. Arterials should always be public county roads, maintained by the county or in some cases MDT.

- **Highways** – A primary roadway system, which allows for the movement of goods and commodities over long distances. In Flathead County, the highways act as major arterials to move people from collector and arterials to other local destinations such as the work place and retail centers. Highways are maintained by the MDT.

Traffic Sheds

A traffic shed, much like a water shed, considers all the vehicle travel that feeds into a road system rather than considering just development abutting the road. To gain a better understanding of traffic patterns, the Flathead Valley is organized into 16 traffic sheds. Map 6.2 identifies traffic sheds in Flathead Valley. Traffic sheds are based on the existing road system and geography. Since traffic patterns indicate that most travel from residences goes to Kalispell, the distance to US Hwy 2 and US Hwy 93 from each traffic shed was measured and split between collector mileage and corridor mileage. A summary of the traffic sheds is provided in Table 6.4 and additional information can be located in Appendix A: Baseline Analysis.

Table 6.4
Traffic Sheds in the Flathead Valley

Traffic Shed	Collector Road(s)	Corridor Highway	AADT	Area (sq.mi.)
Northeast Section				
Teakettle	Lake 5 Rd/SH 486	US 2	1186	121
Half Moon	Half Moon Rd	US 2	1885	60
Whitefish Stage Rd	Whitefish Stage N. of Meridian	None.	2640	39
Helena Flats	Rose Crossing	US 2	1247	18
Columbia Mtn.	SH 206, Columbia Stage	SH 35	5070	64
Southeast Section				
Echo Lake	Lake Blaine Rd, Echo Lake Rd	SH 35	4351	73
Bigfork East	Swan River Rd	SH 35	874	22
Bigfork West	Holt Drive	SH 35	1244	10
Foys Canyon	Foys Lake Rd, Airport Rd	None	Unknown	42
Lakeside	Measured at US 93	8310	US 93	66
Lower Valley	Fairmont Rd, Lower Valley Rd	2618	SH 35, US 93	66
Southwest Section				
Ashley Lake	Batavia Lane	986	US 2	93
Marion	Pleasant Valley Rd	1288	US 2	59
Truman Creek	Truman Creek Rd	648	--	75
Northwest Section				
KM Ranch	Church Drive, KM Ranch Rd	723	US 93	58
Lost Creek	Rhodes Draw	109	US 93	71

Source: Flathead County Long Range Planning Task Force Road Transportation Plan, 2006

Transportation Projections

Land use and transportation policies work together. Over the next 20 years, the population is expected to increase by an additional 29,800 people. To maintain a livable and workable community, practical transportation solutions will be essential. New growth and development should be planned so additional traffic burdens are not placed on existing roads that are already congested.

Traffic Projections

Traffic in Flathead County will continue to grow in direct relationship with population growth. Assuming a household average of 2.5 persons per residence, population projections can be used as an indicator of future vehicle trips. Assuming no change in motorist behavior, each new residence adds about 10 vehicle trips per day to the road system. Projected vehicle trips, based on population estimates, are identified in Table 6.5.

Table 6.5
Projected Annual Vehicle Trips in Flathead County

	2010	2015	2020	2025
Population	89,675	97,127	104,713	111,740
Vehicle Trips (In millions)	130.9	141.8	152.9	163.1

Standardizing roadway design for functional road classifications to accommodate future demand will aid in maintaining mobility. Road designs incorporate shoulders for emergency parking, turn lanes and vehicle speeds, and level of service ratings will be extremely useful in developing a road system today to serve future motorists. An evaluation of the existing road system has been initiated by the Road Department. The Pavement Surface Evaluation Rating System (PASER) is being used to evaluate paved roadway conditions. This information will be valuable in setting priorities for near-term and long-term improvements.

Flathead County can expect to reach approximately 163,100,000 vehicle trips per year in 2025, an increase of 36% over existing travel. Where these trips occur is a function of emerging land use patterns. Vehicle trips should not be confused with the number of vehicle miles traveled (VMT). However, the sheer loading of vehicles, on the road system, is a concern due to the condition of the road system. In order to protect public health, the road system should be improved as part of the subdivision and development process.

The existing roadway system with approximately 400 miles of paved roads and 800 miles of graveled roads, coupled with the MDT highway system, provides the backbone for any future easement or corridor expansion. Much of the future growth in travel can be accommodated through improvements to the existing system. New road corridors are needed to move traffic west to east across the Flathead Valley. Map 6.3 shows proposed roadway system improvements and corridors needed to maintain and/or increase mobility in Flathead County. This future road network is not static but should be viewed as an interim road system corridor plan. Transportation modeling and travel demand modeling is needed to prepare a more comprehensive regional transportation plan. A comprehensive modeling effort should show spatial relationships to existing and proposed land use patterns.

PART 2: Public Transportation

Existing Characteristics

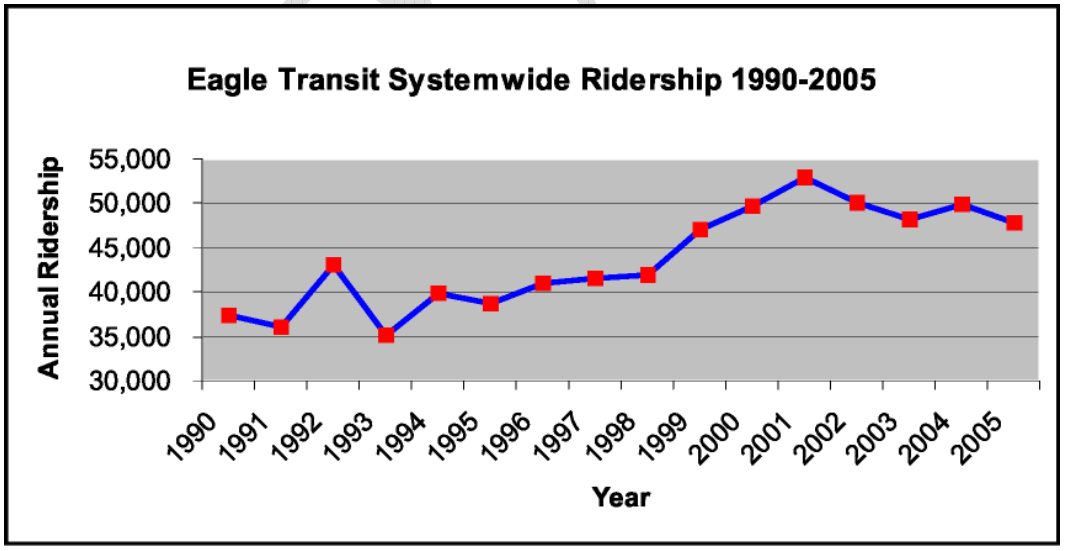
Public transportation in Flathead County is limited. The population base and scattered low density land use patterns constrain the viability of a public transit system. Low ridership with long distances between pick-up/drop-off stops make comprehensive general public transit cost prohibitive. Specialized public transit is available to service the special needs population.

Eagle Transit provides general public transportation service in the county. The public transit operates several transportation services and for some residents is the only means of mobility. Eagle Transit is controlled by the Flathead County Area IX Agency on Aging, which began in 1987 originally focused on the elderly. Since then, Eagle Transit has expanded to serve the disabled population and general public within Flathead County. Eagle Transit currently provides a variety of services: 1) Kalispell city bus route, 2) Countywide "door to door" service with scheduled routes in Columbia Falls and Whitefish, and demand-response intercity services. Service was recently expanded in Columbia Falls and the Canyon area.

The City bus route operates year round during the work week. The route targets stops at key destinations including the community college, hospital, shopping mall, and markets. During Fiscal year 2004-05, the service made approximately 12,000 trips and accounted for 25% of the total system-wide ridership.

The "door to door" service varies by community and is designed to meet the needs of the elderly and disabled. The service is available within a 20-mile radius of Columbia Falls, Kalispell, and Whitefish two days per week. As part of the "door to door" service, Eagle Transit provides elementary school curbside pick-up and transport to the Summit after-school program called "SPARKS." The service provided approximately 5,000 rides in Fiscal Year 2004-05. The "door to door" service reflected 75% of the total ridership in Fiscal Year 2004-05.

Figure 6.1
Eagle Transit Annual Ridership



Source: Eagle Transit - Transportation Development Plan Update 2007 – 2012

The annual ridership by market segment is relatively well understood. The elderly and disabled population comprises approximately 60% of the total ridership. Contracted transit and general public comprise the remaining 40%. However, the elderly ridership

has been declining in recent years while general public ridership has increased. Ridership in the disabled market segment has been fairly stable in recent years.

Public Transportation Projections

Eagle Transit ridership has been declining from approximately 53,000 riders in 2001 to 47,000 riders in 2005. However, the Eagle Transit 5-year Transportation Plan identifies a shift that will increase ridership levels by year 2010. The transit company is currently exploring new programs to boost ridership including: "Dial-a-Ride" service to promote advance reservations, designated route deviation to pick up call-in ride requests, demand response service, and extended weekday and weekend hours.

Another opportunity for Eagle Transit is to partner with the National Park Service. A proposed transit system in Glacier National Park could be expanded to extend to Kalispell during the non-tourist season. Eagle Transit could also use the Glacier National Park vehicles for public transportation in Flathead County during the off-season. Eagle Transit should fully investigate the opportunities of partnership.

PART 3: Bicycle and Pedestrian Paths

Pedestrian and Bicycle Paths in Flathead County

Bicycle and pedestrian paths are described as functional linear areas developed for one or more modes of transportation and recreational travel. These path amenities offer a range of benefits.

Families, groups, and individuals use the paths in Flathead County to actively recreate or passively stroll. There is a significant health and fitness benefit as most recreation activities on pedestrian/bike paths involve exercise. It is common to see families biking together or walking on the Great Northern trail or a group of cyclists cruising down the Somers trail. Serving as a transportation corridor, these paths encourage pedestrian and bicycle commuting thus reducing traffic congestion and fuel consumption.

Safety is another community benefit when pedestrian/bicycle paths are separated from automobiles. Most roads in the county were constructed for motor vehicle use, not for other modes of travel. Pedestrian/bike paths are separated from roads and are an attractive alternative to vehicles. Unincorporated Flathead County has about 28 miles of pedestrian/bike paths. These paths are currently used primarily for recreation activities and secondary for commuting to work. The paths are identified in Table 6.6.

Table 6.6
Existing Unincorporated Pedestrian/Bike Paths

NAME	LOCATION	DISTANCE (miles)
Somers Rails to Trails	US Hwy 93	5.0
Edgerton Bike Path	Whitefish Stage Rd.	2.0
Swan River Bike Path	Bigfork	1.5
Great Northern Rails to Trails	Kalispell	6.0
Helena Flats Bike Path	Helena Flats	2.9
Farm-to-Market Bike Path	West Valley	1.8
Swan Valley School Path	Bigfork	1.3
Somers Beach Path	US Hwy 93	1.2
Hungry Horse Bike Path	US Hwy 93	4.0
Lone Pine Path	Kalispell	1.6
Grand Avenue Walk	Bigfork	0.3
Fairmont-Egan Pedestrian path	Bigfork	0.5
	Total	**28.1 miles**

Pedestrian and Bicycle Path Projections

On average the county constructs two miles of pedestrian/bike paths per year. Proposed project sponsors compete for available federal Community Transportation Enhancement Program (CTEP) funds, which are administered by the MDT and passed through to local agencies. Approved county projects awaiting CTEP funding include a 1.5 mile pedestrian path expansion in Evergreen, a two mile bike expansion in Kila and a two mile path along Willow Glen. A more comprehensive pedestrian/bicycle path program is warranted in the county. Existing and proposed commuter and recreational path corridors are shown on Map 6.4. This map should be considered very dynamic.

PART 4: Glacier Park International Airport

The demand for air service has increased dramatically over the last ten years. In 1990, Glacier Park International Airport reported approximately 100,000 boardings. Total boardings increased to 178,000 by 2004, a 78 percent increase. The airport currently has the following amenities[1]:

- Runway Aprons -2
- Tie Downs – 20
- FBO Hangars – 63
- Conventional Hangars – 10
- Passenger Gates – 4
- Public Parking – 518
- Rental Car Spaces – 119

[1] GPI Airport 2005 Master Plan Update

The increase in the number of boardings is directly related to the number of aircraft transporting passengers. With the increase in air travel demand there is a need to continually monitor facility performance and assess needs to ensure that airport operations have the capacity to accommodate the increased number of aircraft. Such monitoring is also used to optimize internal terminal and parking activities. The airport is an extremely important asset in linking Flathead County to the regional and global markets as well as transporting visitors to the area. Given the location of Flathead County relative to other non-county destinations, the airport plays a vital role in meeting air transportation needs of the county.

Several other general aviation airports exist in Flathead County. These airports are intended primarily for general and recreational use and have no scheduled carriers. General aviation airports are located in Kalispell, Whitefish and Ferndale. The Kalispell City Airport provides charter services and is regulated by the city. Whitefish Municipal Airport and Ferndale Airport are regulated by Glacier International Airport.

Airport Use Projections

Glacier Park International Airport is expected to grow from 178,334 passenger enplanements in 2004 to 596,658 passenger enplanements by year 2030. Passenger enplanement is the number of people getting on commercial air carrier aircraft. Passenger projections are provided in Table 6.7. The long range projections of aviation in Flathead County also include a 38% increase in the "based aircraft fleet mix." Jet aircraft should see the largest percentage increase, though single-engine aircraft will still dominate in total numbers.

Table 6.7
Projected Glacier Park International Airport Passenger Enplanements

2004 (actual)	2010 (projected)	2020 (projected)	2030 (projected)
178,334	293,330	492,163	596,658

Source: GPI 2005 Master Plan update